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(54) **CRAFT WITH MAGNETICALLY CURVED SPACE**

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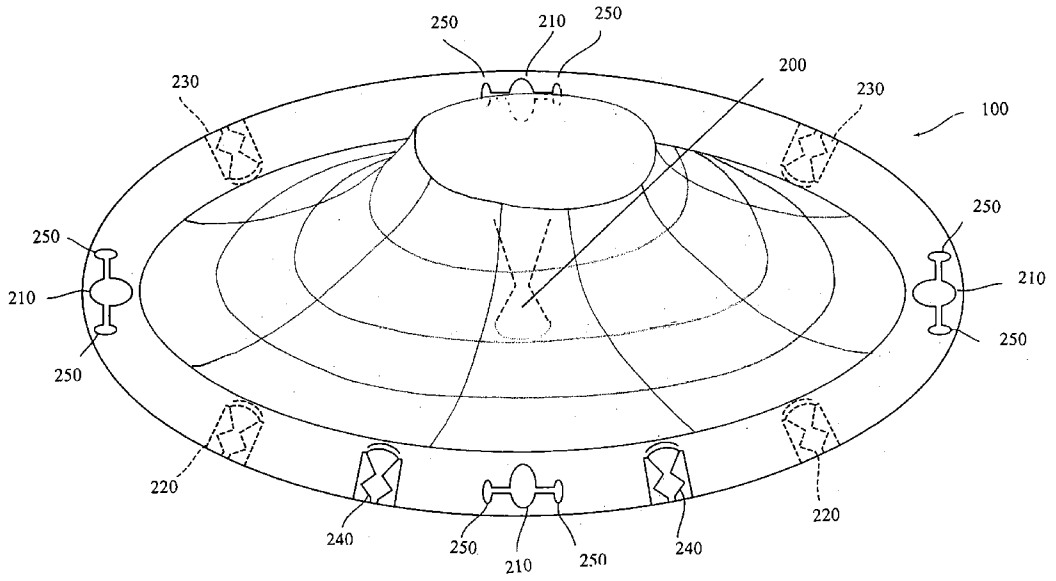
(57) **ABSTRACT**

A craft can navigate through a magnetically curved space provided by an electromagnetically charged hull. The hull contains a plurality of sectionalized and independent electromagnetic plates forming portions of the hull exterior wall that can be adaptively energized to have a desired polarity. When combined together, these sectionalized plates can provide an ultra high frequency electromagnetic field of a strength that can magnetically curve the space around the craft. This enables the craft to expeditiously travel through air, space or water. A novel energy generating system using a combination of jet engines and high frequency oscillators is also provided.



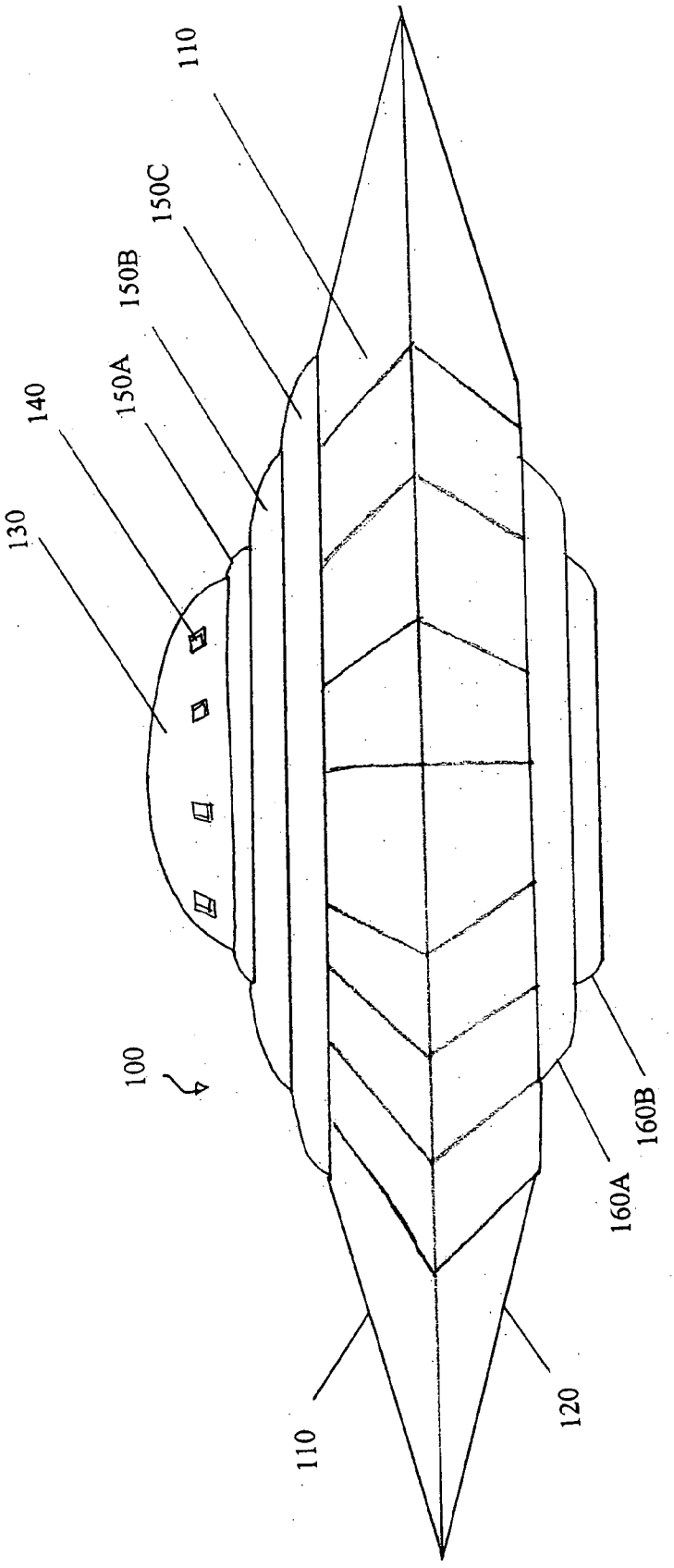


FIG. 1

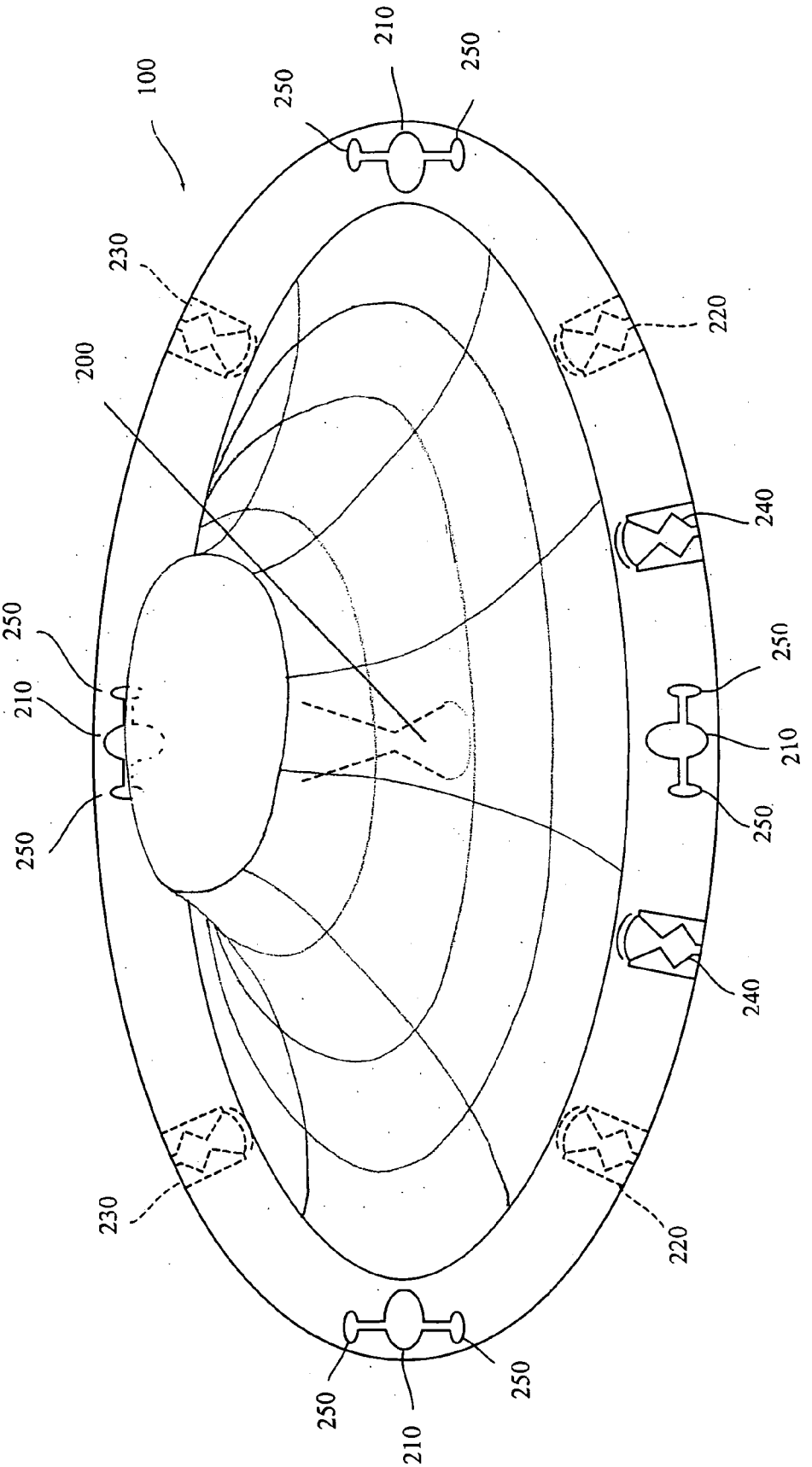


FIG. 2

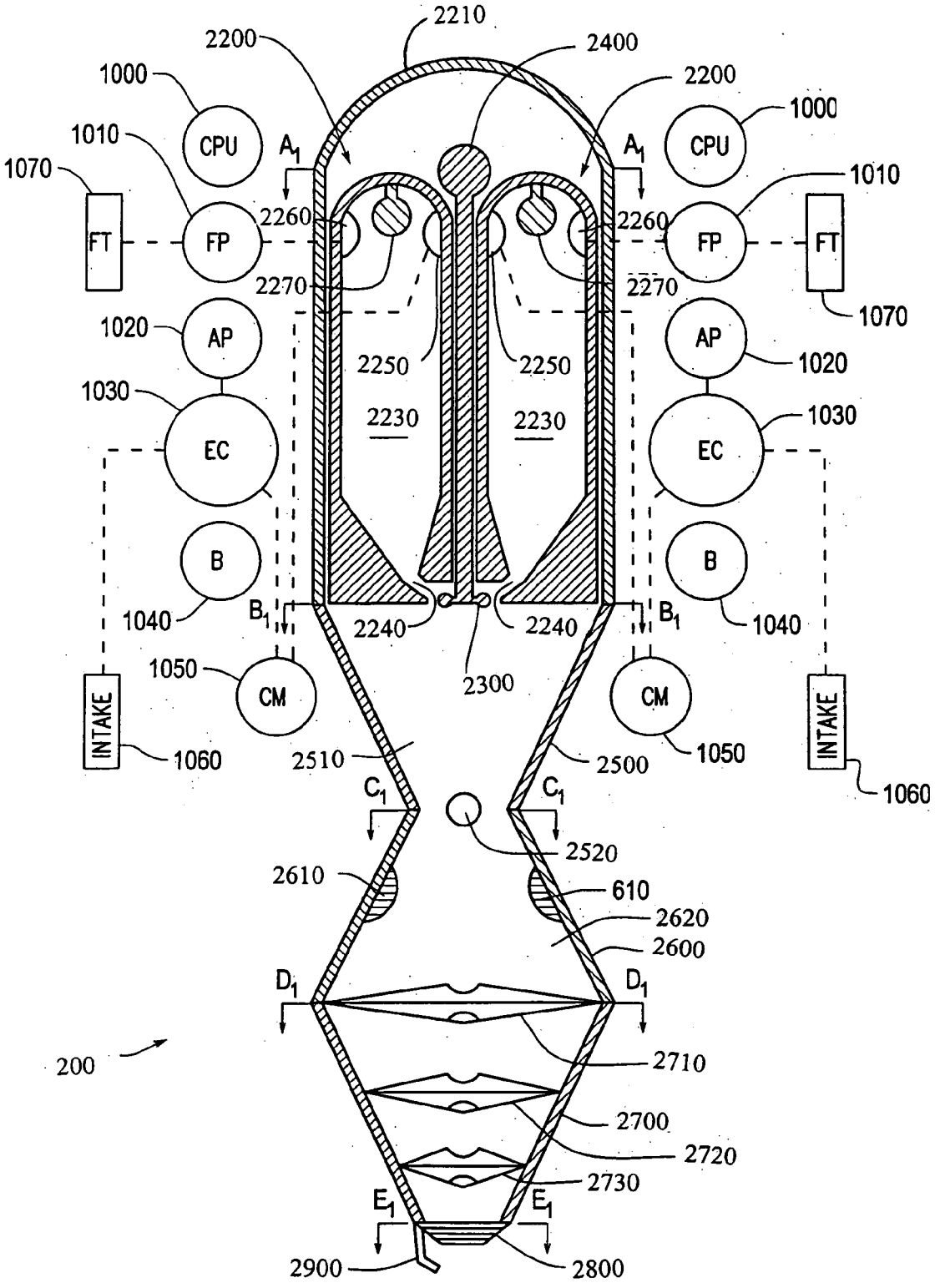

2210
2200
2400
1000
CPU
1010
1070
FT
FP
A_1
2260
2270
1020
AP
1030
EC
2250
2230
B
1040
B_1
2240
1050
CM
2300
INTAKE
1060
2510
2500
C_1
2520
2610
610
2620
2600
D_1
2710
2700
2720
2730
E_1
2900
2800
200

FIG. 3

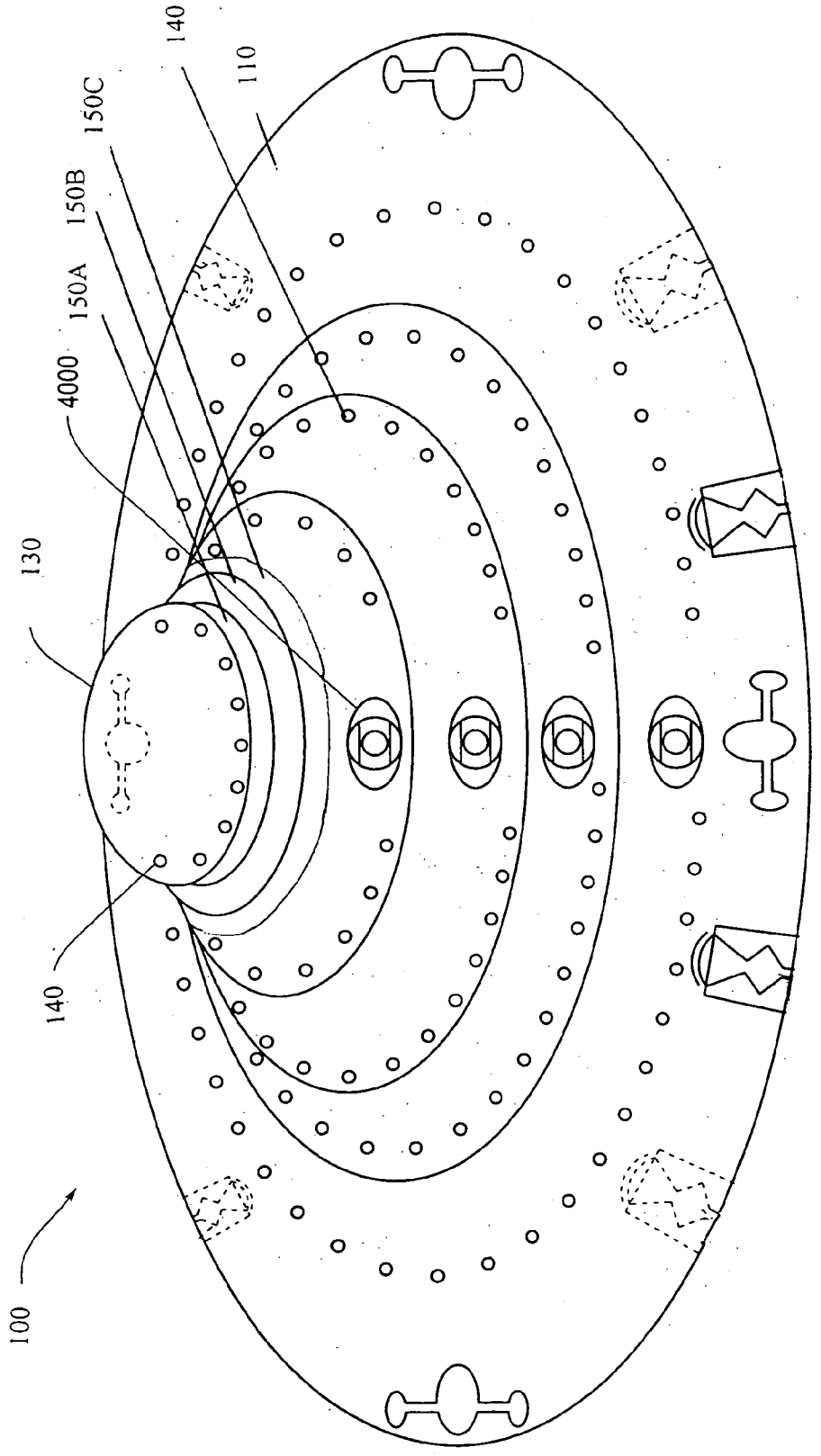


FIG. 4

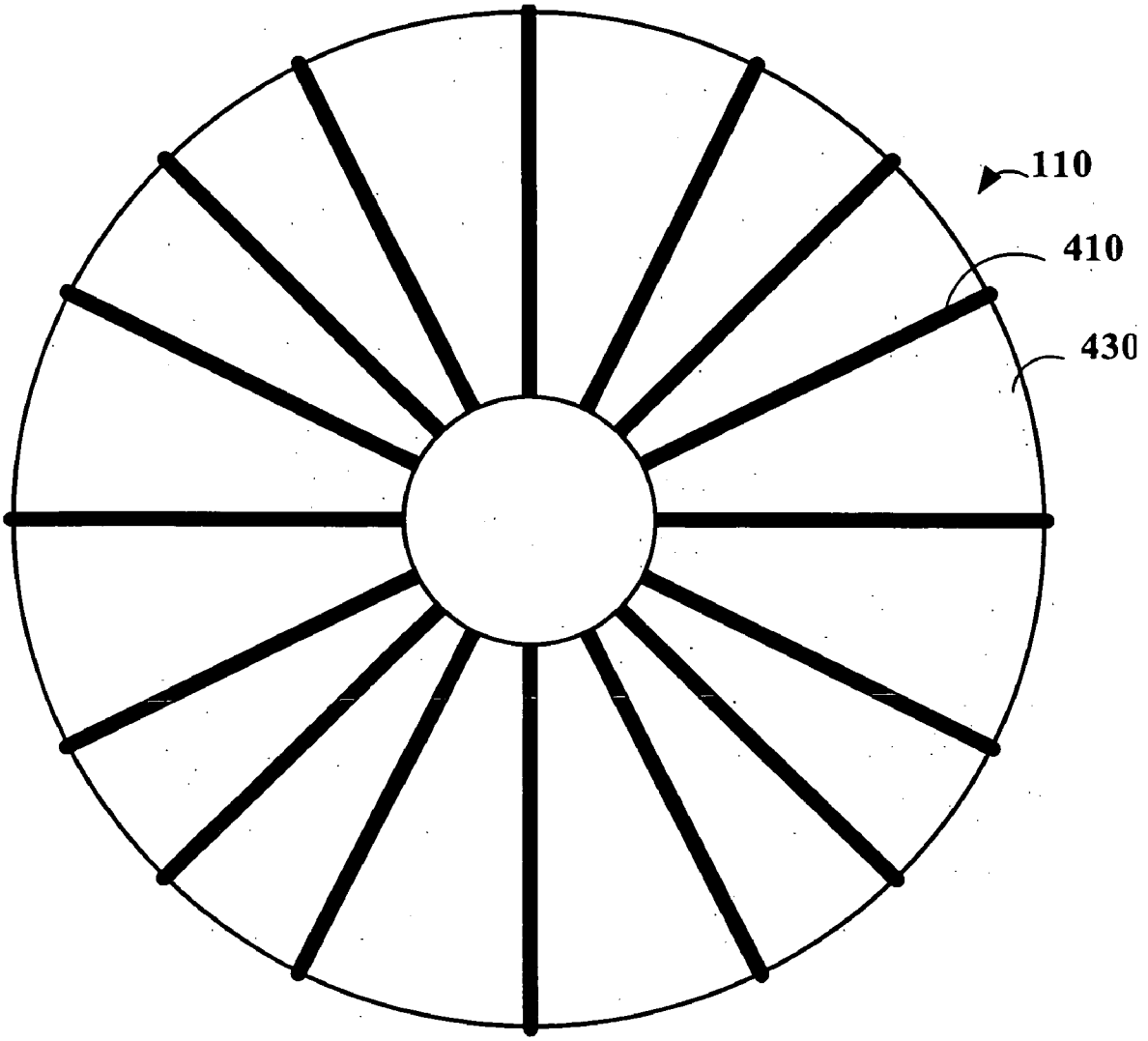


FIG. 5A

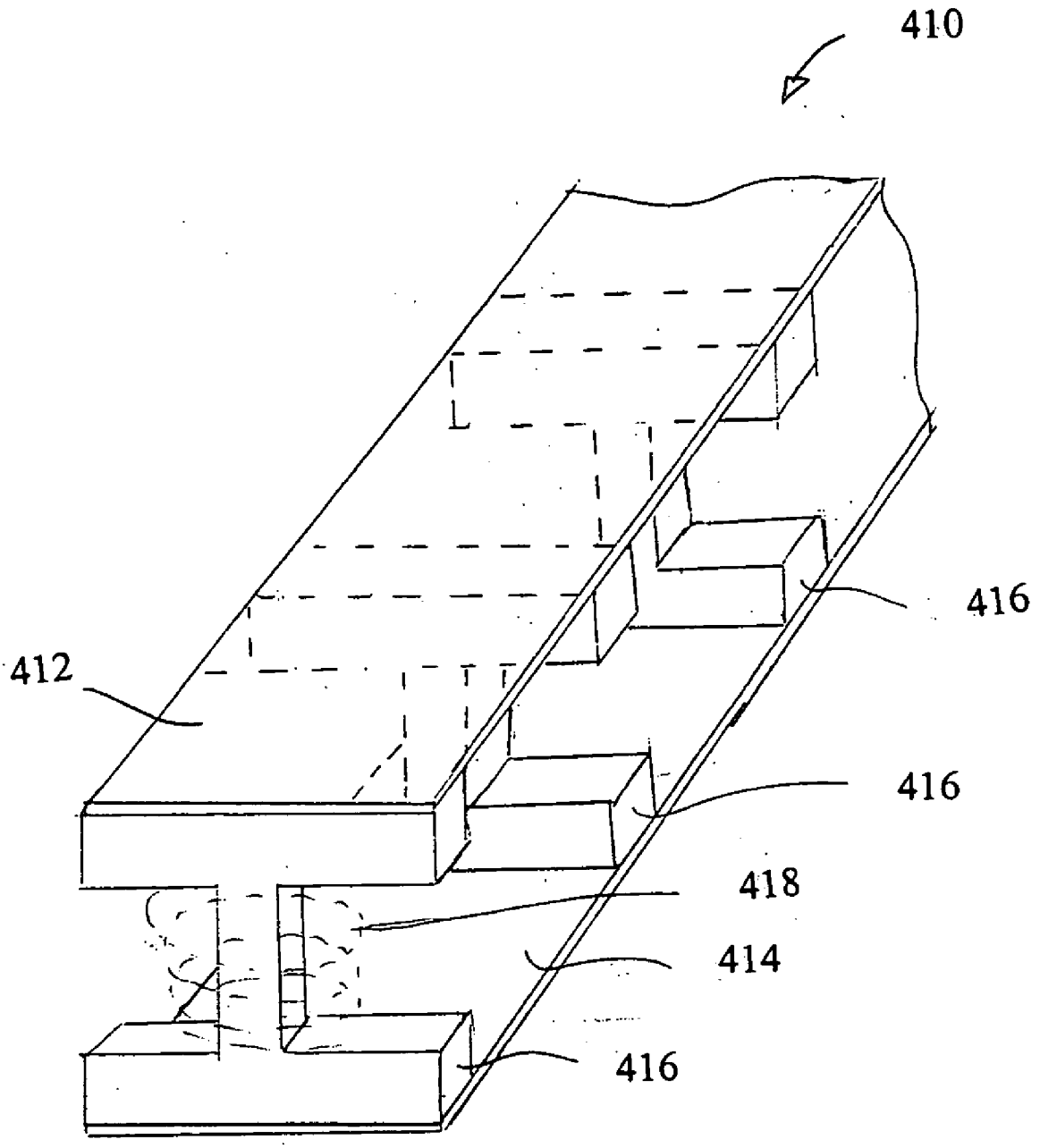


FIG. 5B

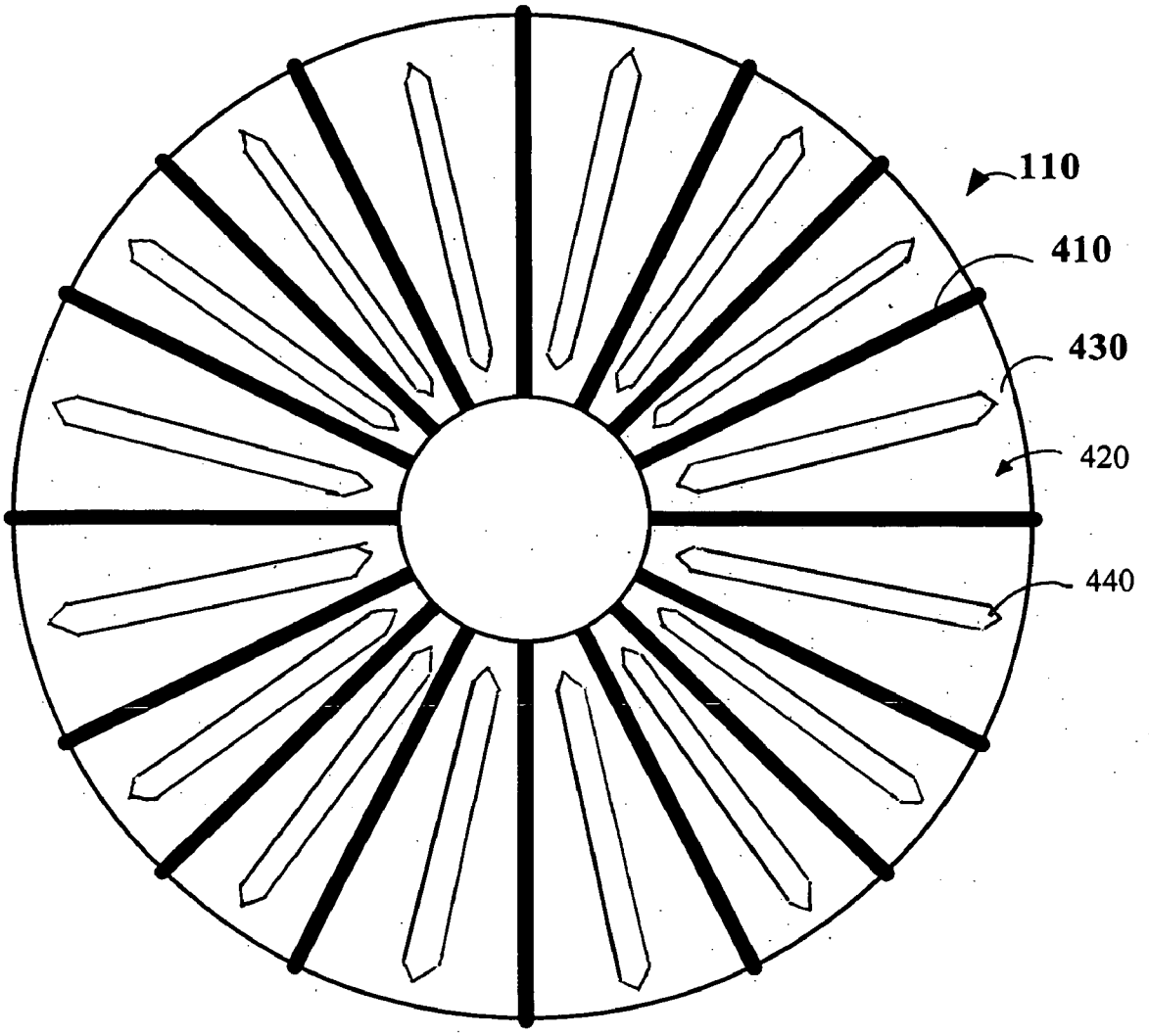


FIG. 5C

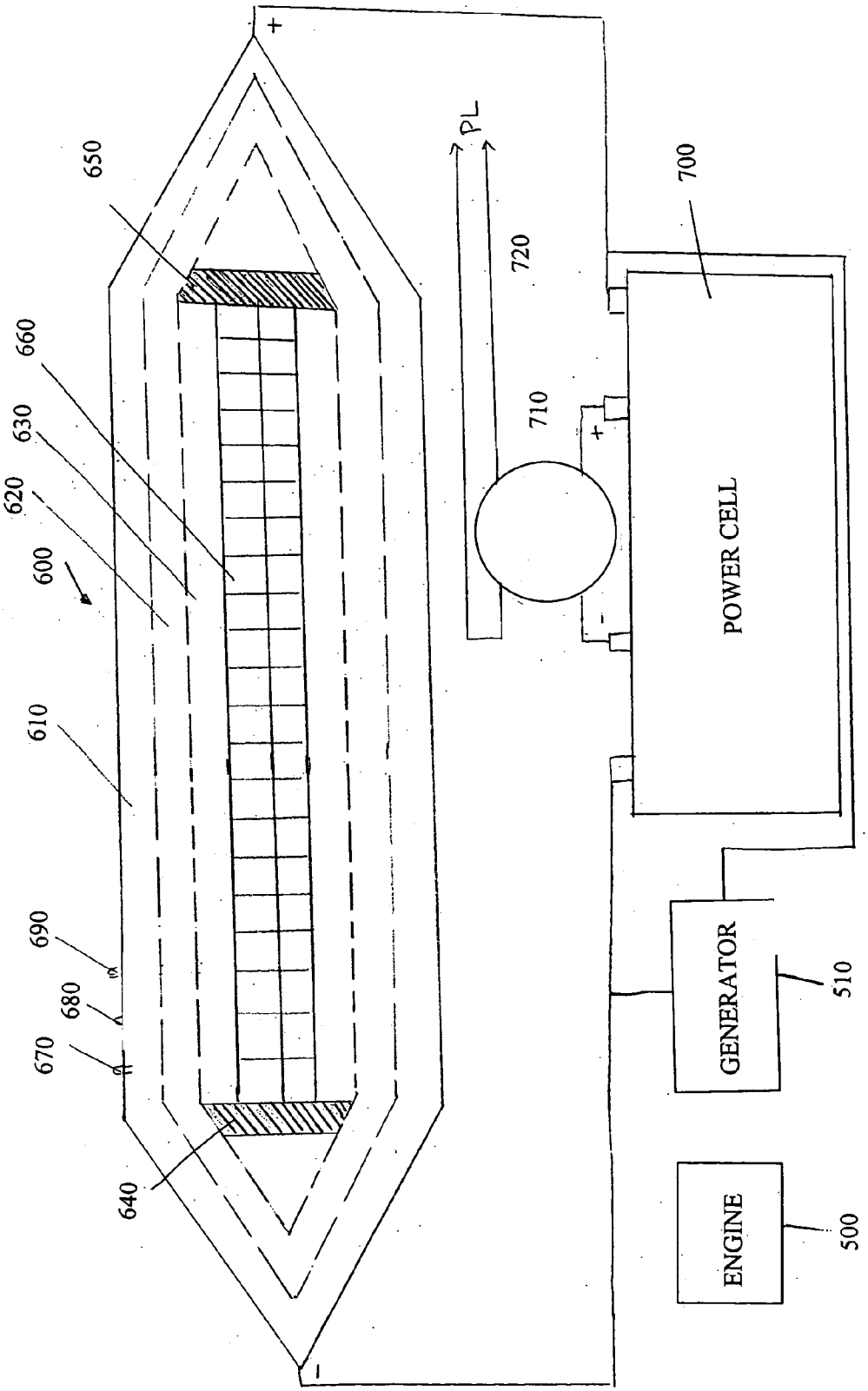

650
660
630
620
600
610
690
680
670
640
PL
720
710
700
POWER CELL
GENERATOR
510
ENGINE
500

FIG. 6

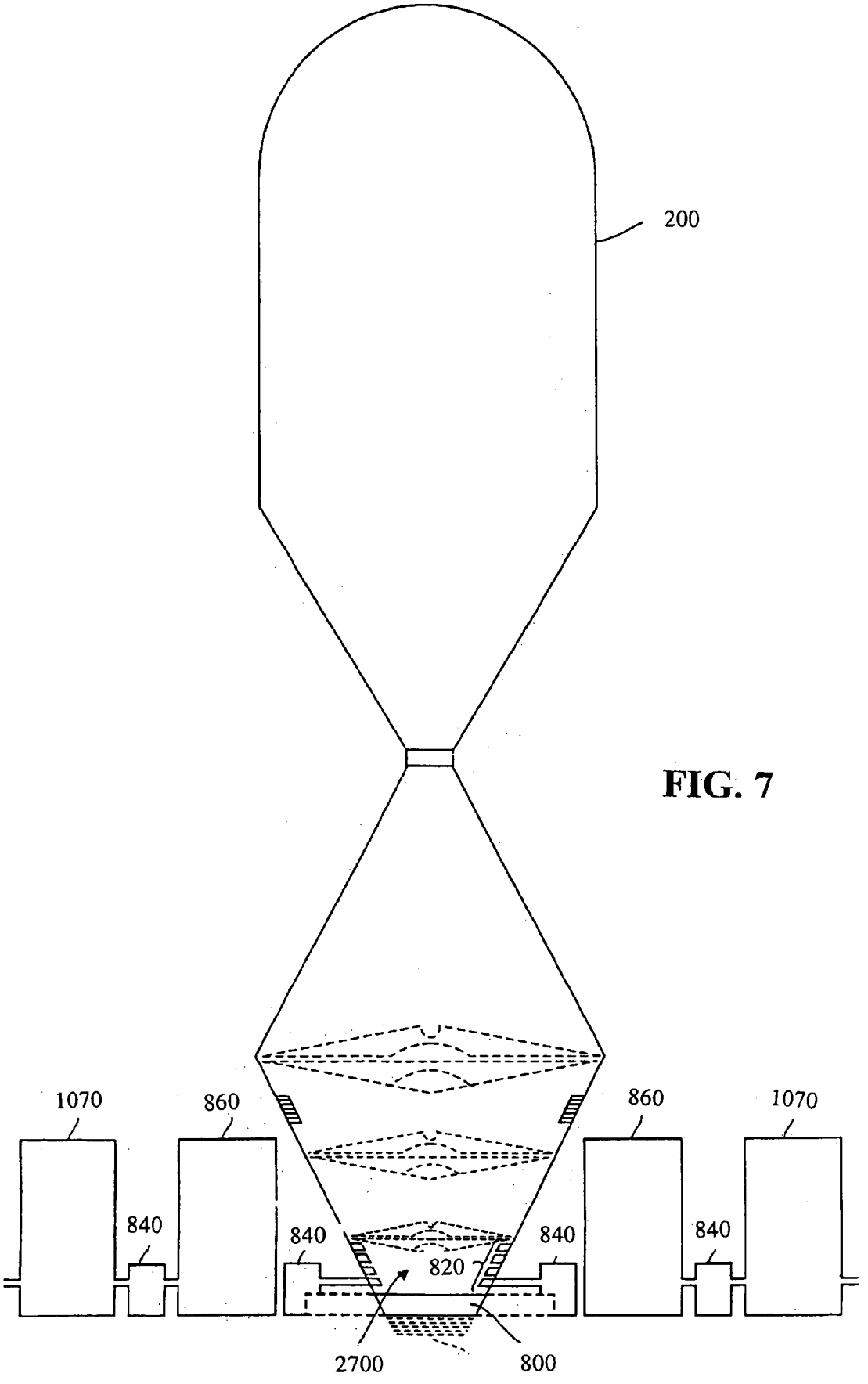


FIG. 7

CRAFT WITH MAGNETICALLY CURVED SPACE

BACKGROUND OF THE INVENTION

[0001] 1. Field of Invention

[0002] This invention relates to a craft that can be propelled through a magnetically curved space. More particularly, the inventive craft has a hull built of electromagnets that generate a controllable electromagnetic field around the craft capable of reducing pressure forces acting on the craft. The electromagnetic field may be powered by use of one or more ultra high frequency oscillators.

[0003] 2. Description of Related Art

[0004] Numerous aircraft and spacecraft have undergone several innovations to increase the power and efficiency of their engines, fuel economy, speed, load capacity, and improved hull designs. However, all flying craft of today are still subjected to nature's ever present atmospheric pressures coupled with the natural effects of gravity, which adversely limit speed, load factor, size and design of hull, and much more, including flyability.

[0005] There is a need for an efficient, economical, bigger and faster, safe and versatile flying craft. In particular, there is a need for a craft capable of flying within the earth's atmosphere and beyond in which the effects of atmospheric pressure are reduced to a minimum or perhaps cancelled, allowing the flying craft to fly at extreme speeds without the danger of being torn apart and, in the process, reducing the full effects of Earth's gravitational forces.

[0006] There also is a need for a submersible craft capable of handling great pressures acting on the craft, allowing it to travel to great depths or be propelled more efficiently.

[0007] There also is a need for an improved energy generation system for such craft.

SUMMARY OF THE INVENTION

[0008] In exemplary embodiments, Applicant has overcome long felt needs for improved flight efficiencies by inventing a novel craft capable of flying within the earth's atmosphere and into the depths of outer space at extreme speeds, or traveling in the depths of the sea, along pathways in a magnetically curved space using a powered hull.

[0009] In exemplary embodiments, the craft can be aircraft, spacecraft and sea craft. In a preferred embodiment, the hull is saucer-shaped.

[0010] In various exemplary embodiments, the hull includes a plurality of electromagnetic plates to provide the magnetically curved space.

[0011] In various exemplary embodiments, the electromagnetic plates extend radially around the hull.

[0012] In various exemplary embodiments, the electromagnetic plates are powered by jet engine-driven generators and/or high frequency oscillators.

[0013] Very strong electromagnetic fields are generated around the hull of the craft to magnetically curve or bend the space in close proximity to the hull of the craft, such as by pushing all or part of the atmospheric particles or matter contained in this space away from the craft. This decreases the atmospheric drag against the hull, which increases the craft's aerodynamic efficiency and reduces the effect of atmospheric pressure on the craft. This magnetic curving of the space in the vicinity of the craft also shields the craft from excess heat, such as when reentering a planet's atmosphere, by creating a barrier around the hull that deflects such atmospheric particles, so as to preferably keep the hull free from contact with the particles, reducing heat transfer to the craft and reducing pressures acting on the craft. As such, extreme heat is not generated at the hull. Instead, generated heat acts on particles remote from the craft and is pushed away by the radiated field so as to provide a replenishable frontal barrier of such particles.

[0014] This phenomenon of curving "space" can be likened to several known or determinable phenomenon. For example, a hovercraft in operation can be observed to have a curved "space" at the immediate area below the craft where an apron is installed around the periphery. This space extends between the craft and the surface of land and/or water and maintains the hovercraft in a levitated position. Similarly, known MAGLEV trains magnetically curve the space between the track and the train to push the train slightly off the ground so as to form an air bearing. That is, the train and track collectively push the space therebetween to achieve slight levitation of the train. Forward propulsion is achieved through manipulated switching of the generated field. Other visible examples of curving of "space" can be found. For example, if you move a strong electromagnetic field towards a body of water, a crater-like opening in the vicinity of the magnetic field displaces a certain volume of water, acting to curve the space in close proximity to the magnetic field. Similarly, this curving of space can be observed if one directs a beam of light towards an ultra-strong electromagnetic field. There will be a slight bending of light as it passes through areas of strong magnetic effect. These examples visualize the effect achieved by aspects of the invention.

[0015] The invention similarly pushes away atmospheric particles around its hull continuously or selectively to keep the hull free from contact with such particles to form a curved space where particles in the close vicinity of the craft are pushed or displaced away so as to provide a "space" around the craft that allows increased efficiency through a reduction of aerodynamic drag, as well as a reduced pressure force acting on the hull.

[0016] In other exemplary embodiments, Applicant has overcome long felt needs for improved navigation efficiencies by providing upper and lower hull surfaces formed from electromagnetic walls that can be sectionalized and separately adjusted to a desired polarity. For example, when both upper and lower hull surfaces are adjusted to a same polarity, a magnetic levitation effect can be realized, similar to that used in Japan's MAGLEV trains, to supplement the craft's vertical thrust and achieve an efficient hover operation. In another example, the polarity can be selected to be the same as the earth's magnetic field (i.e., the Earth's closest hemispheric field) so as to provide a supplemental repulsion force that can be used to propel the craft, particularly once it has left Earth's atmosphere. This magnetic field control can also be used to adaptively adjust the electromagnetic radiation profile emitting from the craft's hull for various purposes.

[0017] Propulsion for the craft may come from any of several sources, including steam power created by nuclear

energy, such as disclosed in Applicant's U.S. Pat. No. 6,290,184 entitled Flying Craft With Air and Water Propulsion System, one or more quantum jet turbine engines as disclosed in Applicant's co-pending U.S. patent application Ser. No. _____ (Attorney Docket 102901) filed concurrently herewith, and/or other conventional propulsion sources, such as jets or rockets. Any of the above may be supplemented with a compound exhaust system, such as disclosed in Applicant's U.S. Pat. No. 6,367,739, which increases the efficiency of the propulsion source. The disclosures of U.S. Pat. No. 6,290,184, U.S. Pat. No. 6,367,739, and co-pending U.S. patent application Ser. No. _____ (Attorney Docket 102901) are hereby incorporated herein by reference in their entireties.

[0018] The craft is preferably double-walled. The inner wall is much thinner than the outer wall and made up of strong composite materials, such as alloys of iron, cobalt, aluminum, nickel and copper. Similarly, the outer wall is also made up of strong composite materials, preferably of the same composition. However, the outer wall is much thicker and in sectionalized plates. The walls are joined by a core that is powered to generate an electromagnetic force.

[0019] The hull of the inventive craft is thus a very strong electromagnet, which can be amplified to radiate an ultra high frequency magnetic field around it. The field can be powered by a plurality of, preferably 33, inboard independent high frequency field generators that are directly coupled to multiple, preferably 11, quantum jet turbine engines, each preferably with three, independent high frequency generators each. The quantum jet engines use the resultant exhaust gas flow to drive the inboard generators to provide an electrical power source, rather than serving as a propulsion source.

[0020] The amount of electricity available to meet the electrical needs in the production of the ultra high frequency magnetic field may be augmented by electricity produced by high frequency oscillators (cavity resonators) in vacuum. Such oscillators may be installed in between deep lower circular cavities of the bottom side of the outer wall sectionalized plates. Such oscillators may also take the form of oversized ring-shaped triode high frequency oscillators suitably installed, such as three located at a periphery of the bottom of a cockpit and two located at a periphery of a top of an exhaust system.

[0021] When the craft is in operation, an ultra high frequency magnetic field will be radiated by its hull, causing atmospheric particles in the space in the vicinity of the hull to curve or bend. This curved space allows the craft to be propelled expeditiously along the pathways of its magnetically curved space at extreme speeds, greatly reducing or canceling the effects of atmospheric pressures against the craft's hull and increasing its inertia. This can produce beneficial effects against the pull of gravity, allowing the spaceship to perform greatly beyond the allowable limits of conventional craft. With this invention's capability of curving magnetically the atmospheric particles immediately around the craft, the craft's maneuverability can thus be improved by effective reduction of aerodynamic drag.

[0022] By further using an efficient compound exhaust system, such as the one described in Applicant's U.S. Pat. No. 6,367,739, the inventive craft is able to greatly improve fuel economy, load capacity and other beneficial factors that limit current production craft.

[0023] During outer space travel, the inventive craft may deactivate all secondary high frequency generators installed in the lower perimeters of the propulsion system in order to fully use all expended superheated steam for propulsion only, making every drop of fuel more efficiently used, and allowing the spaceship to cover wide areas for every gallon of fuel. The inventive craft may also use super-chilled air and water (H_2O) as a propulsion source when operating within the earth's atmosphere.

[0024] During sea craft use, the inventive craft is capable of operating at substantial depths due to the electromagnetic field providing a magnetically curved space that shield's and protects the craft's hull from the full effect of the extreme pressures that would otherwise act on the craft. This allows the craft to operate at depths otherwise unobtainable.

BRIEF DESCRIPTION OF THE DRAWINGS

[0025] The invention will be described with reference to the following drawings wherein:

[0026] **FIG. 1** shows a side view of a saucer-shaped craft according to an exemplary embodiment of the invention;

[0027] **FIG. 2** shows an underside of the craft of **FIG. 1** and placement of individual jet engines and directional control nozzles according to exemplary aspects of the invention;

[0028] **FIG. 3** shows an exemplary quantum jet engine according to embodiments of the invention;

[0029] **FIG. 4** shows an exemplary passenger version of a flying craft showing a cockpit;

[0030] FIGS. **5**A-C show a partial cross-sectional bottom view of a sectionalized part of the outer wall of the hull of the craft of **FIG. 1**, a partial perspective cut-away view of the plates making up substantial portions of the hull of the **FIG. 1** craft, and a cross-sectional bottom view of the outer wall of the **FIG. 1** craft showing optional oscillators provided in deep cavities between adjacent plates;

[0031] **FIG. 6** shows a cross-sectional view of a triode high frequency oscillator according to exemplary embodiments of the invention; and

[0032] **FIG. 7** shows an alternative exemplary exhaust design, in which compressors are provided to recycle at least part of the exhaust gases for recirculation.

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

[0033] The invention will be described with reference to **FIGS. 1-7**, which show an exemplary saucer-shaped craft design. However, the shape and configuration of the hull is not limited to such designs, but may encompass other hull shapes. **FIG. 1** shows a craft **100** that is saucer-shaped including top and bottom hull halves **110**, **120**, and cockpit **130** with one or more viewing windows **140**, which may be automatically opened and closed. External high frequency oscillators **150**A-C and **160**A-B are also shown, with three spaced oscillators **150**A-C being provided on the top hull **110** around cockpit **130** and two oscillators **160**A-B being provided on the bottom hull **120** around the craft's exhaust system. The high frequency oscillators **150**, **160** may be formed from tri-cylindrical triode tubes, often called cavity

resonators, as better described below with reference to **FIG. 6**. The high frequency oscillators **150**, **160** supplement the production of electricity for the craft and empower the hull **110**, **120** to radiate an ultra high frequency magnetic field. A plurality of electromagnetic plates **410** may be provided along portions of the hull exterior as better described below with reference to **FIG. 5**. In various exemplary embodiments, the craft can serve as a flying craft.

[**0034**] **FIG. 2** shows exemplary placement of propulsion engines and navigation control equipment used in connection with operation of the craft. **FIG. 2** is a skeletal view of the inventive craft of **FIG. 1**. In particular, multiple combustion power plants, such as quantum jet turbine engines, are spaced about the hull, each with an assigned task. This includes central engine **200**, fixed vertical engines **210**, two sets of reversible vertical and forward thrust engines **220**, two sets of reversible vertical and backward thrust engines **230**, two sets of fixed quantum jet turbine engines **240** tasked to produce forward thrust for propulsion, and various directional control nozzles **250** tasked to work as navigational guides. Additional directional control nozzles may be provided, such as at the lower rim of cockpit **130** (unshown).

[**0035**] The main and/or central engine **200** is preferably an octa-quantum jet propulsion system having eight individual engines sealed inside one compound exhaust system tasked to function as a fixed central vertical quantum jet turbine engine. Four permanent (fixed) vertical engines **210**, preferably four quantum engine units each containing four individual quantum jet turbine engines serviced by an independent compound exhaust system, are spaced around the periphery of the craft and tasked to produce additional vertical lifting power. The reversible engines **220**, **230** are tasked to work as reversible vertical/forward thrust engines (**220**) or reversible vertical/backward thrust engines (**230**). That is, engines **220**, **230** are pivotal through about 90° of rotation to adjust the direction of thrust. Engines **230** in addition to providing backward thrust for a reverse flight configuration, also serve as a brake mechanism used to slow the craft when operating with forward speed.

[**0036**] Exemplary craft mobility will now be discussed, referring back to the various Figures. For take-off from Earth, the two (2) reversible vertical and forward thrust engines **220** can be set for vertical work. Likewise, the two (2) reversible vertical and backward thrust engines **230** can be set for vertical work. The four (4) reversible engines will augment the five (5) permanent vertical engines (main vertical engine **200** and four fixed vertical engines **210**) to make nine (9) total vertical engines to provide adequate take-off propulsion. Such engines can also be used for landing.

[**0037**] Upon take-off, all the nine (9) vertical engines will be set at full power to raise the craft **100** to its desired altitude for horizontal flight. Upon reaching this altitude, the four (4) reversible engines **220**, **230** can be idled while the five (5) vertical engines **200**, **210** increase power to maintain a hover configuration. At this time, the four reversible engines **220**, **230** can be returned to a designated position. In the process, the reversible vertical and backward thrust engines **230** can be shut off while the two reversible vertical and forward thrust engines **220** can be set for forward thrust together with the fixed forward thrust engines **240**. At this time, the engines **220** will be oriented to face the forward movement direction. Thereafter, the four (4) engines **210** can be fully synchronized and powered accordingly to propel the craft with a desired flight profile and speed in a horizontal flight configuration. At this time, the high intensity electromagnetic fields may be generated by the various sectionalized plates **410** (**FIG. 1**). Thus will result in magnetic curving of the space immediately around the hull, thereby creating a magnetically curved pathway wherein the craft can travel at extreme speeds and be spared from the adverse effects of strong atmospheric pressure.

[**0038**] To bank left, the craft's fixed right vertical engine **210** will increase power while the fixed left vertical engine **210** will decrease power. To bank right, the opposite can occur. Righting to a horizontal position can be achieved by returning the low side engine to the power level of the opposite high side engine. To dive, the front vertical engine **210** will decrease in power as compared to the back vertical engines **210** and/or **240**. Then, while diving, the front vertical engine **210** can be powered just enough to sustain a desired angle of dive. To climb, the front vertical engine **210** can be increased in power while the power of the back vertical engine **210** is decreased, and the craft will climb with its front vertical engine **210** sustaining power enough to support the desired angle of climb. To return to normal, the front vertical engine **210** can be decreased in power, while the back vertical engine **210** is increased in power.

[**0039**] For increased mobility, the craft can be equipped with multiple directional control nozzles, such as nozzles **250** shown in **FIG. 2**. The directional control nozzles are installed around the hull and control the direction of the spaceship while in flight by guiding it to whichever direction is desired.

[**0040**] An exemplary embodiment of a quantum jet engine is illustrated in **FIG. 3**, which shows multiple quantum jet turbines housed in a common air-tight sealed exhaust system. The jet engines are preferably sized and symmetrically arranged within the exhaust system as shown, so as to provide a commonly and centrally oriented gas exhaust flow path.

[**0041**] The jet engines do not take in air directly from the atmosphere as in conventional jet engines. Rather, air or oxygen are received through sealed feed lines from efficient and independent on-board air compressors on the craft or externally provided for the engine. The air compressors may receive and transfer to the quantum jet engines air/oxygen received from either a remote storage tank or a remote air intake separate from the sealed jet turbine engines. The incoming air may be filtered as desired. This puts an end to the numerous problems associated with conventional jet engine designs that are prone to sucking large objects into their jet engine intakes.

[**0042**] In particular, **FIG. 3** shows a quantum jet turbine engine system **200** including multiple separate quantum jet engines **2200** housed within a single, common sealed exhaust system, preferably made up of sections A1, B1, C1, D1 and E1. Each quantum jet engine **2200** is housed in section Al of the exhaust system and includes an outer casing **2210** having a sealed, airtight top and converging lower walls **2220** defining a combustion chamber **2230** therebetween. Each quantum jet engine **2200** further includes a combustion exit orifice **2240**.

[**0043**] Within each combustion chamber **2230** are located one or more air nozzles **2250**. Air nozzles **2250** are operably

connected to an electric air compressor **1030** through a suitable airtight, sealed feed line (unshown). Flow from the compressor **1030** to air nozzles **2250** may be enhanced by air pump **1020** provided in-line between compressor **1030** and air nozzles **2250**. Electric air compressors **1030** may receive air/oxygen from a suitable remote source, such as an on-board storage tank or through shown intake **1060**, which is in communication with the atmosphere but is provided remote from the jet engines **2200**. Suitable filtering may be provided at or between the intake **1060** and electric compressors **1030** to prevent large objects from entering the system.

[**0044**] Also within each combustion chamber **2230** are located one or more fuel nozzles **2260**. Fuel nozzles **2260** are operably connected to an on-board fuel storage tank **1070** through a suitable airtight, sealed feedline (unshown). Flow from the tank **1070** may be enhanced by a fuel pump **1010** provided in-line between the tank **1070** and fuel nozzles **2260**.

[**0045**] A spark generator **2270** is also provided within the combustion chamber **2230** of each jet engine **2200**. Spark generators **2270** may receive electrical power from one or more on-board batteries **1040**, or from generator **2400** provided within the common exhaust system. Generator **2400** may be operably connected through a shaft or other structure to a turbine **2300** having one or more turbine blades placed in the exit path of the combustion exit orifices **2240** as shown. Upon generation of combustion gases exiting the various jet engines **2200** through orifices **2240**, rotation of turbine **2300** will occur, which can be used with known and conventional structure to generate electrical energy from generator **2400**. Electrical output from generator **2400** may be electrically connected to batteries **1040** for recharging purposes and/or may be used to power various auxiliary devices, such as the hull's electromagnetic plates, preferably by providing power to a common power grid. Other accessories, such as processor **1000**, fuel pump **1010**, air pump **1020**, electric air compressors **1030**, and cooling mechanisms **1050** may also be powered by this electrical output.

[**0046**] During operation, quantum jet turbine engines **2200** are started by activating battery power to both the air and fuel pumps **1020**, **1010**, respectively. Upon reaching suitable operating pressures, a desired amount of air and fuel will be fed to combustion chambers **2230** while spark generators **2270** are electrically activated. Upon initial ignition, processor **1000** can cut off battery current and simultaneously activate the main electric air compressors **1030**, while simultaneously activating the fuel and air pumps and other electrical devices by way of current flowing from generator **2400**, which is suitably sized to power all required electrical devices.

[**0047**] The inventive quantum jet turbine system is extremely versatile and adaptable to a multitude of possible fuel sources, such as high grade kerosene, high grade diesel fuel, alcohol, or other solid or liquid fossil fuels. It can also operate on a mixture, such as a 70/30 mix of high grade (distilled) alcohol (C_2H_6O, C_2H_5OH, or CH_3OH) plus distilled purified water (H_2O), which results in an efficient, safe and more environmentally friendly fuel that can be smokeless. Other applications may use a 50/50 mixture of alcohol and water, or may use 100% purified water alone (or with superchilled air) as a steam-powered version, that are completely environmentally friendly solutions that do not rely on fossil fuels.

[**0048**] For example, in one exemplary design, it is possible to use a fuel mix of 70% high grade alcohol (C_2H_6O) plus 30% distilled water (H_2O), considering the physical properties of both compounds wherein alcohol has a low boiling point of about 375° F. (197.2° C.) and distilled water has a boiling point of 212° F. (100° C.). Both compounds should be distilled to make them more efficient in achieving faster conversion from liquid to gaseous state, due to the pure substances having no other minerals or deposits that are not combustible and could solidify and produce nozzle clogging or contamination to the combustion chamber walls **2210**, which can cause maintenance problems.

[**0049**] Most alcohols and water mix well. As such, the combination is suitable as a mixture. When this fuel mix is fed to the combustion chambers **2230** and ignited by spark generators **2270**, the alcohol portion of the mix burns easily, raising the temperature inside the combustion chambers **2230** to over 100° C. in a very short time. Thus, expanded gases from the burnt alcohol will start moving at extreme speeds. Likewise, the water portion of the mix (30%) will be rapidly heated and boiled into steam at 100° C., at which time it also expands and moves at great speeds through the combustion chambers **2230** towards exit orifices **2240** where the accelerating and expanding gases pass across turbine **2300**. This generates electrical power from generator **2400** used to continue operation of all electrical accessories.

[**0050**] The exiting combustion gases enter an upper gas reaction area **2510** formed from converging walls **2500** of exhaust section B**1**. In this section, the exiting gases further expand and develop high pressure and temperature, ever continuously expanding and rushing toward automatic adjustable gas entry point **2520** where the exiting gases then enter a lower gas reaction area **2620** formed by diverging walls **2600** of exhaust section C**1**. In lower gas reaction area **2620**, the exiting gases further increase in pressure and temperature and enter the first stage of a multiple stage compound exhaust system **2700** provided at section D**1** of the exhaust system. As shown, there are three stages formed by stage sections **2710**, **2720** and **2730**. Continued flow paths of the exiting gases develop multiple action and reaction forces, acting to further extract kinetic force from the gases and further providing thrust force to propel the jet and associated craft upward. A suitable exemplary multiple stage compound exhaust system is the **3**-stage compound exhaust system disclosed in U.S. Pat. No. 6,367,739, the subject matter of which is hereby incorporated herein by reference in its entirety.

[**0051**] Upon exiting from compound exhaust system **2700**, exiting combustion gases are received by thrust vector nozzle **2800**, which can be suitably controlled to direct the exiting gases in a desired thrust vector that may be other than in axial alignment with the exhaust system. Owing to the sealed intake structure, such a jet engine will operate with reduced sound level than that typically found on conventional jet engines that include a large open-mouth intake system. If additional sound reducing properties are desired, a conventional sound cancellation device **2900** can be installed to the end of the exhaust as known in the art. Additional details on the operation of the quantum jet

engines can be found in Applicant's incorporated co-pending U.S. patent application Ser. No. _____ (Attorney Docket 102901).

[0052] Although shown above to describe operation of main quantum jet turbine engine system **200**, the other jet turbine engines **210**, **220**, **230** and **240** can have the same general quantum jet engine configuration, albeit preferably smaller in scale.

[0053] **FIG. 4** illustrates an exemplary passenger craft according to the invention showing cockpit **130**, wide automatic windows **140** provided not only around cockpit **130**, but also spaced around upper hull **110**, and wide automatic doors **310**. The design features of this craft make it very versatile in that it can be applied to all military and civilian models, specifically military craft, bulk cargo carriers, fire fighters, passenger flying craft, tankers, transporters, space shuttles, and others. It also has applications other than flying craft, such as a submersible craft capable of navigating at great depths in the sea.

[0054] FIGS. **5**A-C illustrate the preferred double-walled hull structure. **FIG. 5A** is a cross-sectional bottom view of a sectionalized part of upper hull **110**, with the inner hull wall removed, showing the internal radial structure of the electromagnetic plates **410**. Lower hull **120** is similar, but reversed. **FIG. 5B** illustrates a partial perspective cut-away view of the electromagnetic plates **410** making up a portion of the hull. **FIG. 5C** is a cross-sectional bottom view of an assembled outer hull wall, with the inner hull wall missing, to show the radial internal structure of the electromagnetic plates **410** and optional high frequency oscillators **440** provided in deep spaces **420** between adjacent radial extending plates **410**.

[0055] Upper hull **110**, which extends around cockpit **130**, includes a series of sectionalized electromagnetic plates **410**, shown in exemplary radial form, and conventional wall surfaces **430** provided between adjacent plates. The combination of conventional wall surfaces and plates **410** form the outer hull of the hull **110**. As better shown in **FIG. 5B**, each electromagnetic plate **410** includes an outer wall **412**, an inner wall **414**, and magnetic cores **416**, each with a plurality of coil windings **418** wrapped around it.

[0056] The illustrative electromagnetic sectionalized plates **410** can come in many sizes and/or shapes to accommodate this. For example, each could be 1 foot wide by 200 feet long or 1 meter wide by 200 meters long, and extend radially from the periphery of the upper cockpit to the lower edge of the craft hull. Alternatively, the sectionalized plates could be installed perpendicularly or peripherally around the upper and lower hull sections.

[0057] In an exemplary embodiment, the consolidated sectionalized upper walls together comprise a large amount of the surface area of the upper hull, such as about fifty percent (50%). However, when higher electromagnetic fields are generated, the surface area can be reduced. It is also desirable to have an outer peripheral rim of the upper and lower hulls **110**, **120** taper, so as to lock or mate with a similar outer wall on the corresponding mating hull. This will make the hull airtight.

[0058] The double-walled hull structure of inner and outer plate walls **414**, **412** is preferably made of a strong composite material with alloys of iron, cobalt, aluminum, nickel, and/or copper so as to provide a good electromagnetic property. Walls **430** may be made of similar materials. Plate walls **412**, **414** may be riveted, welded or otherwise fixed to cores **416** as known in the art.

[0059] The electromagnetic cores **416** are made up of strong composite materials, preferably with alloys of iron and nickel (PERMALOY), which are suitable for use in generation of a high electromagnetic field. The cores **416** preferably are I-shaped, with a large number of turns of high frequency, insulated electro-wire wrapped around each "I" continuously from end to end. The cores preferably have a depth of about two (2) feet or more from top to bottom, and are connected to a power source, such as the power grid in **FIG. 6**, preferably in parallel, for better and failsafe performance. This minimizes the possibility of malfunctions that may occur if plates **410** are connected to a power source in series. By making the cores **416** have a depth of about 2 feet or more, deep cavities **420** (**FIG. 5C**) can be provided between the upper and lower walls, which can house one or more oscillators (cavity resonators) **440** as shown in **FIG. 5C**. Such cavities may be insulated or the like to protect the oscillators from the coil wires **418** or the like.

[0060] The highly magnetized inner wall **414** is much thinner and preferably made up of much larger metal plates. The highly magnetized outer wall **412** is preferably much thicker and made up of sectionalized metal plates with the deep cavities **420**. That is, oscillators **440** can be provided in the spaces defined between the inner and outer walls **414**, **412** and adjacent plate sections **410**.

[0061] Coils **418** are wrapped around cores **416** with countless turns of heavy duty electrical wire to produce strong and high frequency electromagnets by infusing high electrical energy in the complete circuit. The size and number of sectionalized electromagnetic plates around the upper and lower hulls **110**, **120** should be powerful enough to enable the spaceship to radiate an ultra high frequency magnetic field around its hull and, in the process, magnetically curve the atmospheric particles in the area immediately around the craft. This will allow the craft to navigate expeditiously in any direction, greatly minimizing, if not totally canceling, the atmospheric pressure and drag acting on its hull during extreme speeds.

[0062] Likewise, the inner wall radiates the same high frequency magnetic field around its perimeter, and in the process magnetically curves the space around it. This is envisioned to counter weightlessness, allowing passengers, equipment, cargo and other movable objects to remain upright and firm during extreme speeds and difficult maneuvers.

[0063] All of the magnetic plates around the entire hull can be interconnected and operated independently or as a whole. For example, circuit terminals can be manipulated to engage or disengage a plate from power or reverse its polarity. Moreover, the sectionalized plates **410** are preferably independently isolated and insulated from each other.

[0064] All of the sectionalized plates may be controlled by complex multi-circuit panels run by efficient inboard computers, which direct all the necessary applications required, such as the electrical energy needed by the individual sectionalized metal plates to change or maintain each plate's polarity ("S" and "N" magnetic poles), either singly, by pairs

or for an entire section of any side of the hull. For example, the hull can radiate a high frequency magnetic field with a desired "S" magnetic pole or an "N" magnetic pole at any given time using the isolated and insulated sectionalized metal plates, either singly, by pairs or by section. Polarity can be changed by introducing a large electrical current flowing from a positive terminal to a negative terminal. Polarity can be switched back by introducing a large electrical current flowing from the negative terminal to the positive terminal.

[0065] This, for example, allows the craft to intelligently decide at anytime and place when to shift to "S" pole magnetic field and "N" pole magnetic field, considering that the Earth is a giant magnet with a strong magnetic field around it and lines of force running between the poles that curve high into the atmosphere, even where the pull of gravity is weak. Earth's huge magnetic field differs in intensity in direct proportion to its distance from either the south pole or the north pole. Because same polarity magnets repel, this craft, while in operation around the earth's atmosphere, can have the capacity to radiate an ultra high intensity magnetic field of the same polarity, yet much stronger, than Earth's magnetic pole prevalent in a particular area. This may be beneficial to help propel the craft outward, particularly when gravitational forces have been overcome or are weak.

[0066] Although the craft's capabilities to interplay with the Earth's great magnetic field do not in totality remove the effects of the Earth's pull of gravity, the sum total of the repulsion forces of all of the craft's electromagnetic plates acted on by the Earth's magnetic field can constitute a great effect in the flyability of the craft.

[0067] The various sectionalized plates **410** can also be interchanged at will in various combinations (of "N" or "S" poles or combinations) or singly to selectively magnetically curve the space around specific portions of the hull and reduce the effects of atmospheric pressure against it. This produces unlimited advantages in the craft's ability to fly expeditiously beyond a conventional aircraft. This can be used to radiate an ultra high intensity magnetic field with an "S" magnetic pole on the entire lower section of the outer-wall and, likewise, radiate an ultra high intensity magnetic field on the upper section of the outer wall with an "N" magnetic pole or vice versa, if needed. For example, when both upper and lower hull plates **410** are adjusted to a same polarity, such as an "S" magnetic pole, a magnetic levitation effect can be realized, similar to that used in Japan's MAGLEV trains, to supplement the craft's vertical thrust and achieve an efficient hover operation. Also, when reentering into Earth's atmosphere, the lower plates can be activated to provide a forward magnetic shield that protects the front surfaces of the craft from the intense heat and pressure of reentry by the magnetically curved space it creates.

[0068] **FIG. 6** illustrates an exemplary electrical power source for the craft. The electrical requirements of the spaceship will be met by two (2) sources:

[0069] 1. Electricity generated by a series of engines **500**, preferably eleven (11) quadro quantum jet turbine engines, each equipped to power three (3) inboard high frequency generators **510**, for a total of thirty-three (33) generators **510**.

[0070] 2. Electricity generated by a series of vacuum high frequency oscillators **600**, preferably of the modified KLYSTRON type, which can take the form of ring shaped oscillators such as oscillators **150**A-C in **FIG. 1**, oscillators **160**A-B in **FIG. 1** or the elongated oscillators **440** in **FIG. 5C**. However, any form of oscillator can be used.

[0071] The engines **500** are preferably of the type described in **FIG. 3**, although any engine source could be used to power generators **510**. Although shown as inboard, generators **510** could also be external and of conventional types. Power generated by generators **510** can be fed to a central power grid, such as central ultra high frequency power cell **700** shown, through electrical lines. The engines **500** and generators **510** are suitably located within the confines of the flying craft.

[0072] In preferred embodiments, the main thrust engine **200** and other thrust engines **210**, **220**, **230** and **240** may each have one or more generators to assist in electricity generation (in addition to the **33** dedicated engines and generators **500**, **510**). At start up, one of the generators may power the main engine **200**. However, once powered, secondary generators may be activated to take over all the electrical requirements of the flying craft and all battery power can be cut off. At this stage, the remaining thrust engines **210**, **220**, **230** and **240** may be started using power generated by the generators. All excess power will be provided to the central power cell **700**. Power from power cell **700** will then energize all or various combinations of the sectionalized electromagnetic plates to produce a desired ultra high intensity magnetic field around the craft that will magnetically curve the space around the spaceship.

[0073] As shown, the oscillator **600** uses three (3) hollow tubular cavities made up of one (1) external hollow zinc tube **610** with two (2) inner independent hollow copper tubes **620** and **630**. Electrons oscillate in each of the three (3) tubes at a rate of more than one (1) billion cycles per second, and are moved by a magnet (unshown) or other source to make an electric current.

[0074] Also shown are a cathode plate **640** which is negatively charged, and an anode plate **650** which is positively charged. A grid **660** is provided between the plates through which electrons oscillate from the cathode plate **640** to the anode plate **650**. Direct current is supplied to the oscillator **600** and alternating current is produced. Although magnetism is preferred because of its availability on board, other sources of energy can be used to move electrons in order to produce an electric current, including friction, pressure, chemical action and light.

[0075] Three (3) suction air tubes **670**, **680** and **690** pump out the air inside the oscillator **600**, preferably to keep it in total vacuum. Power generated by oscillator **600** is fed to the power cell **700** by electrical lines. Power from power cell **700** can be amplified by a high frequency transistorized power amplifier **710**, which can feed power to a power line **720** that forms a power grid that provides power to all accessory devices of the flying craft.

[0076] The first tube **610** is zinc and electrons from the atmosphere travel into this tube. Because zinc gives up electrons freely relative to copper, the electrons will pass from the zinc tube to the copper tubes **620**, **630**, which

become negatively charged. Electrons are particles of negative electricity, and are found in the atmosphere, within any object or on its surface, and also in a vacuum. In a vacuum, it is rather simple to produce a current of electrons. The mere heating of a filament in vacuum can produce a swarm of electrons. As they "boil off" from the filament, they can be induced to flow across the vacuum toward a positive connector from a power cell connected to the filament. Thus, the positive connector at some distance away will lure the electrons toward itself because positive charges attract negative charges.

[0077] All the high frequency oscillators (HFO) of this invention will be inter-connected to each other, such that the anode plate **640** of one oscillator **600** is connected to the grid **660** of a second one, and so on and so forth (in series), yielding much greater amplification and delivering the sum total of all their electric current to power cell **700**.

[0078] With the capacity of this invention to radiate an ultra high frequency magnetic field, radar could become obsolete, for it cannot penetrate through the magnetic field and give away the signature of the spaceship. It could thus serve as a "stealth" flying craft. Because of its ability to change its field generation at will, it can also rapidly change any magnetic profile it does give off.

[0079] The inventive craft and propulsion sources may use a compound exhaust system as in Applicant's U.S. Pat. No. 6,367,739. The thrust generating source may use, for example, water (H_2O) and/or liquid hydrogen (H_2) as fuel. In the **FIG. 7** embodiment which uses such a fuel source, the compound exhaust system **2700** may be provided with an automatic retractable air tight locking device **800** at the periphery of the exhaust chamber that will trap expanding gases. Multiple vacuum-locking doors **820** may be provided above locking device **800** around the exhaust chamber that are in communication with multiple efficient compressors **840**, which are capable of sucking out the trapped gases and pumping them into multiple condensers **860** that convert the gases back to a liquid state. Thereafter, the converted liquid is pumped back to a fuel tank **1070** to be recycled and later fed to the thrust source **200**. The vacuum-locking doors **820** are preferably located about one foot above the air tight locking device **800**.

[0080] In operation, gases pass from the thrust source **200** through the three (or more) stages of the compound exhaust system **2700** to the exhaust chamber where the gases are contained by the locking device **800**. Thereafter, the multiple vacuum-locking doors **820** may be opened to allow sucking of the gases by the multiple compressors **840** to the multiple condensers **860** where the gases are converted back to their liquid state and thereafter pumped back to the fuel tank **1070**.

[0081] The locking device **800** at the periphery of the exhaust chamber may be openable to allow maintenance. The locking device **800** may also be openable to allow the superheated exiting gases to be released to the atmosphere. This may form a thick cloud of vapors, which may be a harmless byproduct or a desirable stealth mechanism that can at least partially conceal the craft.

[0082] In another embodiment, the craft can be used for interplanetary flight. The hull in such an embodiment would be designed to withstand the pressures and temperatures encountered when exiting or entering Earth's atmosphere. Additionally, the hull would be pressurized. Optionally, when traveling through space, the exhaust gases can be vented back into the craft by a vacuum system powered by compressors so that the exhaust gases can be recycled.

[0083] When used for interplanetary flight, it may be desirable to rotate the craft about its axis at a predetermined speed while in motion to create an artificial gravity. This can be achieved using the various thrust sources, by the electromagnetic plates, or other source.

[0084] In another exemplary embodiment, the inventive craft can expeditiously operate under water, similar to the craft in Applicant's U.S. Pat. No. 6,290,184. However, because of the electromagnetic hull, it has far greater capacity to dive to the deepest depths of the ocean and withstand the extreme pressures present at such depths. This is because with the craft's ability to radiate an ultra-strong electromagnetic field around its hull, it can neutralize the destructive effects of such extreme pressures by manipulating the magnetic field to magnetically curve the space along its path to keep the full force of the pressures from reaching and acting on the hull.

[0085] This invention can well be the most environmentally friendly amongst all the flying crafts of today because of its capacity to utilize water (H_2O) and/or chilled air (O_2) as fuel. It also can travel at extreme speeds, much faster than any conventional aircraft of today, and can make radar obsolete because of its capacity to radiate an ultra high frequency magnetic field around its hull and magnetically curve the space around it. This escapes the harsh effects of atmospheric pressure against its hull and repels radar signals. This invention can well become the "Ultimate Spaceship".

[0086] While specific aspects of the invention have been described with respect to preferred embodiments of the invention, these are not intended to be limiting. Various modifications can be made without departing from the scope of the appended claims.

What is claimed is:

1. A craft, comprising:

an exterior hull defining an exterior craft surface of a predetermined surface area;

at least one propulsion source; and

an electrical generator,

wherein the hull includes a plurality of sectionalized electromagnetic plates, each of the plurality of electromagnetic plates including an outer wall and an inner wall fixedly provided on an electromagnetic core, the electromagnetic core including at least one turn of coil operatively coupled to the electrical generator to provide an electromagnetic force to each plate of a given magnitude and polarity, the electromagnetic plates collectively forming a substantial portion of the exterior craft surface to provide a controllable electromagnetic field around at least portions of the hull to magnetically curve the space adjacent the hull.

2. The craft according to claim 1, wherein the electromagnetic plates extend around the periphery of the hull of the craft.

3. The craft according to claim 1, wherein the electromagnetic plates extend radially around the hull of the craft.

4. The craft according to claim 1, wherein the electromagnetic plates are isolated from each other and are independently changeable between N and S polarity.

5. The craft according to claim 4, wherein at least one of the electromagnetic plates can be selectively adjusted to a same polarity as the Earth's closest magnetic pole.

6. The craft according to claim 1, wherein the craft is a flying craft.

7. The flying craft according to claim 6, wherein the flying craft has a saucer-shape with an upper hull portion and a lower hull portion.

8. The flying craft according to claim 7, wherein the at least one propulsion source includes a main central fixed vertical jet engine, a plurality of secondary fixed vertical jet engines provided around the periphery of the hull, at least one forward-oriented jet engine and at least one backwards-oriented jet engine.

9. The flying craft according to claim 8, further comprising a plurality of directional control nozzles around the hull.

10. The flying craft according to claim 6, wherein the flying craft has a saucer-shape with an upper hull portion and a lower hull portion, one or more sectionalized electromagnetic plates being provided on each of the upper hull portion and the lower hull portion, the collective polarity of the electromagnetic plates on the upper hull portion being the same as the collective polarity of the electromagnetic plates on the lower hull portion at least when the vehicle is hovering.

11. The craft according to claim 1, wherein the electrical generator includes at least one high frequency oscillator.

12. The craft according to claim 11, wherein the high frequency oscillator is in the form of one or more rings externally provided around the periphery of the hull.

13. The flying craft according to claim 11, wherein the high frequency oscillator is in the form of a long tube and is provided in a cavity defined between adjacent electromagnetic plates.

14. The craft according to claim 1, wherein the propulsion source is a sealed quantum jet engine having a compound exhaust system.

15. The craft according to claim 1, wherein the craft is a submersible water craft.

16. The craft according to claim 1, wherein the craft is a submersible craft.

17. A saucer-shaped flying craft, comprising:

a saucer-shaped exterior having a hull defined by an upper hull portion and a lower hull portion of predetermined surface areas;

a propulsion source including at least a main, central, fixed vertical jet engine, a plurality of secondary fixed vertical jet engines provided around the periphery of the hull, at least one forward-oriented jet engine and at least one backwards-oriented jet engine; and

an electrical generator,

wherein one or more of the upper and lower hull portions includes a plurality of sectionalized electromagnetic plates, each of the plurality of electromagnetic plates including an outer wall and an inner wall fixedly provided on an electromagnetic core, the electromagnetic core including at least one turn of coil operatively coupled to the electrical generator to provide an electromagnetic force to each plate of a given magnitude and polarity, the electromagnetic plates collectively forming a substantial portion of the exterior craft surface to provide an electromagnetic field around at least portions of the upper and/or lower hull portions to magnetically curve the space adjacent the hull.

18. The saucer-shaped flying craft according to claim 17, wherein one or more sectionalized electromagnetic plates are provided on each of the upper hull portion and the lower hull portion, and the collective polarity of the electromagnetic plates on the upper hull portion are the same as the collective polarity of the electromagnetic plates on the lower hull portion at least when the vehicle is hovering.

19. The saucer-shaped flying craft according to claim 17, wherein the electromagnetic plates extend radially around the hull of the craft.

20. The saucer-shaped flying craft according to claim 19, further comprising a cockpit located centrally on the upper hull portion, the electromagnetic plates on the upper hull portion extending from substantially a periphery of a cockpit to substantially an outer periphery of the upper hull portion.

21. The saucer-shaped flying craft according to claim 17, wherein a collective exterior surface area of the sectionalized electromagnetic plates is about one-half of the surface area of the hull.

22. The saucer-shaped flying craft according to claim 17, wherein the electrical generator includes at least one high frequency oscillator.

23. The saucer-shaped flying craft according to claim 22, wherein the high frequency oscillator is in the form of one or more rings externally provided around the periphery of the hull.

24. The saucer-shaped flying craft according to claim 22, wherein the high frequency oscillator is in the form of a long tube and is provided in a cavity defined between adjacent electromagnetic plates.

25. The saucer-shaped flying craft according to claim 17, wherein the electromagnetic plates are isolated from each other and are independently changeable between N and S polarity.

26. The saucer-shaped flying craft according to claim 25, wherein at least one of the electromagnetic plates can be selectively adjusted to a same polarity as the Earth's closest magnetic pole.

27. The saucer-shaped flying craft according to claim 16, wherein the propulsion source operates using a non-fossil fuel source.

28. A saucer-shaped flying craft, comprising:

a saucer-shaped exterior having a hull defined by an upper hull portion and a lower hull portion of predetermined surface areas, a cockpit being substantially centrally located on the upper hull portion;

a propulsion source including at least a main central fixed vertical jet engine, a plurality of secondary fixed vertical jet engines provided around the periphery of the hull, at least one forward-oriented jet engine and at least one backwards-oriented jet engine; and

an electrical generator that includes at least one ring-shaped high frequency oscillator externally provided on the periphery of the hull,

wherein at least one of the upper and lower hull portions includes a plurality of sectionalized electromagnetic plates, each of the plurality of electromagnetic plates including an outer wall and an inner wall fixedly provided on an electromagnetic core, the electromagnetic core including at least one turn of coil operatively coupled to the electrical generator to provide an electromagnetic force to each plate of a given magnitude and polarity, the electromagnetic plates extending radially on the upper hull portion from substantially the cockpit to an outer periphery of the upper hull portion, the electromagnetic plates collectively forming a substantial portion of the exterior craft surface to provide an electromagnetic field around at least portions of the upper and/or lower hull portions to magnetically curve the space adjacent the hull.

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